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**A. S. WATSON & CO.**  
LIMITED,

THE HONGKONG DISPENSARY.

QUEEN'S ROAD CENTRAL.

## DEATH.

On the 14th October, at No. 11, Knutsford Terrace, Kowloon, Captain ALEXANDER WILLIAM ROSS CORRIE, in his 46th year. Funeral will pass the Monument at 5 p.m. to-day.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 15th October, 1901.

NATURALLY, as an indication of the progress of a nation as compared with its neighbours, we look to the means provided for the movements of passengers and goods; and here the advance of Japan has been enormous within the past few years. The mountainous character of the interior of the islands composing the Empire has been a deterrent to the extension of railway lines through the country generally; so that but few trunk-lines exist except along the coast, where they have to stand the competition of coasting vessels. Notwithstanding this fact, the length of railways at work extends to 3,700 miles, while a thousand miles more are under construction. The number of train-miles run in 1899-1900 was 26½ millions, while the receipts amounted to 39½ million yen. Five years before, the length of lines open was 2,120 miles, and the receipts but 13½ million yen. How the habit of travelling is growing in the Japanese may be inferred from the fact that whereas five years ago each individual took but one railway journey in the year, in 1900 the average had grown to upwards of two-and-a-half. Of these voyagers, it is interesting to note, but 33 were killed during the year, though this, through a single very serious accident, was vastly in excess of the previous average, which for the past five years had been only nine.

Still more remarkable as indicating the lines of advance adopted by the Japanese is the growth of their merchant navy, and it is important to note that the greatest progress has been made in vessels of the largest and newest types. In the early years after the "opening" of the country Japan was a favourite dumping-ground for old or unsuitable steamers which could return no profit to their owners. Now all this is changed, and we find the Japanese owning no less than 148 steamers of over 1,000 tons, the total tonnage indeed being 382,400. Most of these are new ships specially built to order, and of the highest type, while not an inconsiderable number have been built by the Japanese themselves

in their own building yards. Not content with a merely coasting trade, the Japanese have occupied largely the Chinese and Korean coasts and rivers, and have stretched out to the United States, Australia, and India, and even opened a regular line with Europe. Although in trade the English flag still holds the pre-eminence, it is important to notice how closely it is pressed by the Japanese. In 1895 the foreign trade done under the Japanese flag (imports and exports combined) amounted in value to but 7½ million yen; in 1899 this had grown to 189½ millions. During the same periods the trade under the British flag, 162 millions in the former year, had increased only to 186 in the latter. The next largest, the German, had grown from 36 to 42, while the rest had practically stood still or retrograded.

In the actual volume of the trade done with various countries, one of the most marked features is the enormous increase in trade between the two empires of China and Japan, which grew in five years from 32 million yen to 69 million. This trade, which indicates better facilities for trade on the part of both nations, is one that will excite the jealousies of none. With England and British dependencies trade had grown in volume from less than 96 million yen to 147½ millions; with the United States, the next largest customer, the volume of trade had grown from 63 to 102 millions. While, however, the value of goods taken by the States had only increased some 20 per cent., that of the imports taken by Japan had more than quadrupled. Items such as raw cotton and petroleum largely contributed to this increase, but in items such as machinery and manufactured iron, it had increased more than was justified by the conditions. The United States in these things enjoy a vast advantage in their proximity, enabling machinery and other goods to be laid down in weeks as compared with months from England; but to other, and entirely artificial reasons must be attributed the growth in the imports from the States of rails and locomotives. Practically these are both subsidised trades, and are notoriously delivered abroad at prices which leave no profit, if not actually causing loss to the manufacturers.

An inspection of the lists of imports during the last five years exhibits a curious anomaly during 1897-98: from the tables themselves no explanation of the anomaly is derivable. In the years referred to the mean imports by English vessels amounted to a mean value of 124 million yen, as against a mean of 95 for the other years of the quinquennial series; and it might reasonably be supposed that this sudden increase of imports arose from some sudden demand. As a fact the explanation was less simple, and was caused by circumstances connected with the financing of the empire which induced a partial panic and led to a dangerous export of gold coin, which seriously hampered the circulation for the time being; the diminished import in the following year—1899—was thus a sign of returning confidence, a large proportion of the exported specie gradually returning.

Two graphic diagrams introduced at the end of the volume, which we alluded to on the 30th ult., and indicating the total amount and distribution of foreign trade in the years 1890 and 1899 respectively are of interest. The imports, which in 1890 were represented by a circle whose area was 5.66 sq. inches, had in 1899 grown to one with an area of 15.21 in. On the other hand while the exports in 1890 were represented by an area of 3.69 square inches, those of 1899 had grown to 14.52 in. In proportion, while England and British possessions occupied in 1890 a sector of 192 deg. this had fallen to 156 deg. in 1899; this was, however, accounted for by the parts occupied by China and the United States, which had grown respectively from 38 deg. and 30 deg. to 46 deg. and 62 deg., the other countries remaining practically at a standstill. In exports from Japan taken by England and British possessions in 1890 the proportion was represented by a sector of 100 deg.; this in 1899 was represented by one of 102 deg. The United States, which occupied a sector of 128 deg. in the former, only appeared in 1899 for one of 105 deg., but on the other hand China took goods in the proportion in the latter year of 67 deg., as compared with 34 deg. in the former.

Looked at then from a British point of view, the prospects of trade in Japan present a by no means gloomy aspect; the profits of local houses have indisputably decreased; while the body of trade has as indisputably increased—and this all round, and in quite equivalent proportion to other nationalities. This is plain, even on the surface, where with the exception of an evident push made by the United States—more apparent than real—the British element is as much to the forefront as usual.

The tendency of recent events has been plainly to bring the two nations more and more into friendly contact, and the English visitor has in no way to look back with regret on the past. "Old Japan" of course has gone never to return, but "New Japan"

has come in its place, and from an English point of view possesses many redeeming points of view. The country, if perhaps a little less picturesque, is certainly more solid, and possibly the most serious drawback that an Englishman finds in a residence is that by a sort of common consent he is by the Japanese Government and people expected to set a "good example" in manners and morals to the natives. This, although the immediate consequences are at times somewhat embarrassing, and generally partake of the ludicrous, is a high testimonial to the opinion formed of the English character by the Japanese—the more so that the testimony is perfectly unconscious on their part.

H.M.S. Isis is going home soon to be recommissioned.

The return of visitors to the City Hall Library and Museum last week showed that 327 non-Chinese and 181 Chinese visited the former institution, 156 non-Chinese and 2,132 Chinese the latter.

By a reader's error in our report of the cricket match in yesterday's issue, we were made to say that Lt. Burke was out to "an obviously correct decision." This should have been "a dubiously correct decision."

The only cases of communicable disease notified as occurring in the Colony last week were two of diphtheria, one in Victoria and the other on H.M.S. Tamar, the latter patient being an European. One case proved fatal.

We were informed yesterday from the Colonial Secretary's Office that the Government of Indo-China has removed all restrictions against vessels arrived from Hongkong. The Chamber of Commerce and Messrs. Lamke and Rogge informed us to the same effect.

We received yesterday morning from the U.S. Consulate-General the following typhoon warning, issued from Manila Observatory at 9 a.m. on Sunday:—"Typhoon crossing Archipelago through parallel 9 deg. North lying north Sulu sea moving westward—stop—signs new typhoon east Luzon."

In connection with the approaching departure from the Colony of His Honour Sir John Worrall Carrington, Kt., C.M.G., D.C.L., LL.D., Chief Justice, a sitting of the Full Court, attended by the members of both branches of the legal profession, will be held to-day at 10 a.m. Sir John Carrington leaves by the German mail steamer *Hamburg* to-morrow.

Among the noticeable items of outlay in the Straits Settlements Estimates for 1902 are, in Singapore, \$10,213 for contribution to the London Queen Victoria Memorial; survey of Singapore (on a \$200,400 estimate); \$50,100; addition to Central Police Station, \$50,000; erection of Court of Requests, \$20,000; raising of Elgin Bridge, \$30,000; harbour improvements (preliminary vote) \$100,000; One Fathom Bank Light \$30,000; reclamation and mole near Post Office, \$65,000; residences for Government Officers, \$40,000. Other large items are: Extension of Penang Government Offices, \$30,000 (on an estimate of \$50,000); Penang reclamation \$117,000; new Residency at Malacca \$25,000.

The concert in aid of the local Missions to Seamen will be given by the Cathedral Choir to-morrow night at 9 o'clock. The Hon. C. P. Chater has kindly lent his bungalow in Robinson Road, Kowloon, for the purpose, and an attractive programme has been arranged. This will be the last opportunity residents will have of hearing Mr. Alec Marsh sing here, as he leaves for Shanghai shortly. He will sing Gounod's duet "Barcarola" with Mrs. Yeats, and his songs will be "The Song of the Tinker," "A Japanese Love Song," "Hydrins the Cretan." The part songs will be "The Sea King," "Sweet and Low" and "Good Night, Thou Glorious Sun." The other soloists will be Miss Chunyunt, Bandmaster Moir (cello), Messrs. P. W. Goldring, C. H. P. Hay, W. T. Terrill, and A. Cunningham, whilst a trombone quartet and pianoforte trio will also be included in the programme. The Choir are unfortunately in losing Mrs. Lawson, who left on Saturday for Adelaide. Mr. G. P. Lammert will be the accompanist and if the condition of his voice permits will also sing.

Those who object to the extension of the Mandalay-Kunming railway into Yunnan are wont to say that the natural route of the trade of Western China is down the Red River valley, and that it would be a waste of money to build a railway athwart the French line. A French expert, Captain Bernard, whose name is already known to readers of this paper, believes that the natural route for trade is that through Burma. He is thus quoted by the British Consul at Pakhoi: "But even if the two lines were constructed one after the other the British line would at once have a great advantage. It would have its terminus on the Gulf of Bengal, very much nearer European ports; it would establish communication between China and two enormous reservoirs of men and natural resources, Burma and Bengal." The *Calcutta Englishman* comments on this thus: "The fact that the British railway would cut off the long journey round the Malay Peninsula does not seem to have struck the opponents of the Burma extension. Further, if we are to control any part of China in future it must be by means of railway power. The fact has already been realised by the Russians and French, and the Germans are pushing on the Shantung railway with feverish rapidity.

A mosquito net, it is said, has been invented for travellers in hot countries. It is attachable to the ordinary umbrella or sun-shade, and serves the double purpose of keeping off the sun by day and the insects by night. But how the wearer walks in it is not explained.

The *Japan Mail* says that the application of the Mormons for permission to establish themselves in Japan and propagate their creed has been rejected by the Governor of Kanagawa. It does not follow, however, that permission will not be ultimately given, for this rejection is said to be based not on radical objections but on the failure of the applicants to comply with the forms required by law.

A writer in the *London Daily Chronicle* just before President McKinley's assassination wrote the following, which now of course has a melancholy interest:—"There must be many people of not an extravagantly superstitious nature who felt a thrill of relief when they read of the defeat of the American-owned *Volodyovski* for the St. Leger. The parallel between the shooting of President Garfield in 1881 and that of President McKinley this year had been so pronounced that the victory of *Volodyovski* yesterday would have been another link in the chain, which would then only have needed President McKinley's death to complete it. In 1881 *Proquios*, an American horse, won the Derby, became a hot favourite for the St. Leger, was reported amiss, returned to popular favour, and won the St. Leger after all. President Garfield died on Sept. 19 following that event. *Volodyovski* won the Derby, and until his defeat in the St. Leger had completed all *Proquios*'s above-mentioned routine." The similarity in the sequence of events, in spite of *Volodyovski*'s defeat, is grimly marked.

The public regard Marconi as the inventor of wireless telegraphy, says the *Naval and Military Record*, but scientists are well aware that long ago there were other successful writers on the same subject, conspicuous among them this wonderful man, Lindsay. Having successfully transmitted a current through a submerged wire, his next idea was to dispense with the wire altogether, and to telegraph from shore to shore with the water alone as a medium. On March 15th, 1853, he delivered a lecture in Dundee, and demonstrated that it was possible to accomplish wireless telegraphy through water. He made numerous experiments in 1854 at the Dundee Docks, across the Tay, and at Portsmouth Docks; and in September, 1859, he read a paper before the British Association at Aberdeen on "Telegraphing Without Wires," illustrating his method at Aberdeen Docks. He was confident that he could transmit a current from Britain to America without wires, and he remained certain of his plan until his death, which occurred in 1862. During his lifetime the people of Dundee looked upon him as a harmless crank; they now seek to do tardy honour to his memory.

From the *Sketch* of the 11th ult. we take the following:—"The well-known saying about the difficulty of catching a lie, one who has got a fair—or unfair—start, has once more been proved true. Times, when General De Wet derailed a train at Hening Spruit more than twelve months ago, and two hundred British soldiers were captured, it was erroneously reported that the whole number belonged to the Royal Welsh Fusiliers. As a matter of fact, only seventeen "Royal Scots" were among the unfortunate two hundred; but the error was repeated by a leading Telegraphic Agency, has been revived recently in a celebrated novelist's book on the War, and recorded by a Natal paper in its calendar as "Capture of the Welsh Fusiliers, 1900." Naturally, this has been resented by a regiment whose record is second to none in the British Army, and Lieutenant-Colonel Sir R. A. W. Colketon, commanding the 1st Battalion, on behalf of his regiment, writes from "the Front" to point out that of seventeen hundred of the "Royal Welsh" who have served during the War, in which the regiment has, as always, borne itself nobly, from first to last only thirty-six have been captured, and thirteen of this number were non-combatant invalids captured in a train playfully derailed by our "brother Boers." In justice to the gallant Welsh Fusiliers, Colonel Colketon's protest cannot be too widely circulated.

A new Society, the tenets of which will no doubt recommend themselves in the Far East, is announced from home. There is something very attractive in the "Brotherhood of Divine Shirkers," otherwise known as the "Order of the Stellar Serenity," of which we get our first glimpse in a quarterly magazine styled *Life and Beauty*. "Do what nobody else can do for you. Omit to do all the rest." That is a dictum of Theorem which stands at the head of the Shirkers' prospectus. And the object of the Shirkers seems simple enough. It is just to neglect performing all conventional duties, and to reduce to actual practice the teaching of Theorem on the inherent wickedness of superfluous work. This is sufficiently opposed to the gospel which has for its main text "Blessed be Drudgery" to attract the seekers after novel doctrines, to say nothing of the born Shirkers. Here are some lights from the Stellar Serenity. "Begin each day with a resolution to gain at least an hour each day by shirking some duty. As you grow stronger in will-power this work will become easier." The editor of *Life and Beauty* surely overstates the difficulty. "Leave all but absolutely business letters unanswered for a month, and then honestly ask yourself has anything been lost thereby." To the writer of these comments such stellar serenity appeals with the appeal of the impossible. Yet another maxim gives hope. "Resolve to read no daily weekly, or other periodical for a month"—*Life and Beauty*, as we have said, is a quarterly. The universal adoption of this doctrine by the public would bring Stellar Serenity within reach of even a newspaper office.

The French Admiral Pottier is leaving Japan for Shanghai by the *s.s. Laos*.

French colonial governors have received a circular letter from M. Dornier prescribing the admissibility of the plea of attenuating circumstances in military trials.

Rear-Admiral Grenfell, who succeeds Rear-Admiral Bruce on the China Station, is a passenger by the P. & O. *s.s. Ballantrae*, which is due about the 9th or 10th November.

Mr. Hugh Clifford, C.M.G., British Resident, Pahang, appointed to act as British Resident, Selangor, assumed the duties of his appointment on the 1st inst.

The American transport *Buford*, which arrived at Singapore from Manila bound for New York with 1,000 troops and 82 passengers, was expected to leave on the 9th inst.

The Tientsin Autumn Race Meeting will be held on the 5th, 6th, 7th and 8th November. Seven races are arranged for each day, 17 of which are for China ponies only, according to the programme.

Pulo Way continues to be more and more frequented by large vessels, but the authorities are said to show little enterprise in taking advantage of this, and not much is being done to develop the island.

In connection with our forthcoming Cricket Week the following remarks from the *Malay Mail* are of interest:—"Ichabod! The glory has departed from Selangor. In 1897 seven cricketers had the honour of representing Selangor in the Straits XI that went to Hongkong, six of whom were Government officers. In 1901 five Government officers have been invited, and we regret to learn that in every single case leave has been refused. We fear that, in consequence of this unexpected misfortune, the Straits will have some difficulty in raising a team. We believe that vacation leave is due to each of the cricketers, but it appears that the Government is so short-handed that the valuable services of these gentlemen cannot be spared. If this be the case every endeavour should be made to strengthen a Service which would appear to be still undermined, and it is to be hoped therefore that the State has indicated for a large supply of the Heaven-born, so that this extraordinary state of affairs may not again occur when Malaya would send a team of cricketers to Hongkong."

## H.E. THE GOVERNOR AND KING LIEN-SHAN.

## AN INTERESTING INTERVIEW.

A Macao correspondent writes to us:—"On Saturday, the 5th inst., King Lien-shan, who may be remembered as the Shanghai official who incurred the displeasure of the Empress Dowager a year and a half ago, had an interview with His Excellency Sir Henry Blake, and he has favoured his friends with a printed account of the substance of the conversation. The fact that, owing to his deafness, all conversation with him must be carried on by writing, rendered easy the accurate reproduction of what passed between them. His states in a little preface that the interview lasted more than an hour, and that His Excellency treated him with marked affability, accompanying him out of the door upon his leaving, and watching him get into his chair. It may be remembered that King had to leave Shanghai on account of a telegram sent to Peking, in which, at the head of a long list of representative Chinese, he protested energetically against the proposed deposition of the Emperor in January of last year.

Parts of the interview were characteristic on the part of the Mandarin, and accordingly not without interest. His Excellency expressed his esteem of his visitor, on account of the latter's efforts in founding a school for girls in Shanghai, as well as for his desire for the renovation of China in general. King gave it as his opinion, in answer, that the only hope for improvement of affairs in China lay in the friendly interference of some of the great Powers. Nothing was to be expected, he continued, as long as the government was kept out of the Emperor's hands. Speaking of the prospect of the Emperor's return to Peking, he remarked that the Emperor was about as much master of his movements as King was himself in the Macao fortress. He went on to say that things could not go well in China, as long as the principal wheel was out of gear; for while such was the case, the secondary wheels could not run together. Chinese men of ability might accomplish something, if they could only work together.

His Excellency then passed on to speak of his visitor's private affairs, and asked if he would be able to get back his property confiscated at the time of his flight. King answered in a philosophic spirit, worthy of his masters, the sages of antiquity. His private affairs, he said, were of small moment by the side of his country's weal; just as in a storm at sea, it is the duty of each one to care first for the safety of the ship, before thinking of his own luggage. His Excellency then asked him if he intended returning to Shanghai immediately. He professed his readiness to follow His Excellency's advice in that matter, calling attention, however, to the fact that advancing age and infirmities naturally made him desirous of home. The Governor left him quite at liberty to do as he pleased, promising at the same time the best protection, as long as he might choose to remain in the Colony.

At the close of the interview, the visitor offered the Governor a printed account of his experiences from the beginning of his troubles. His Excellency received it kindly, and requested him to sign it in autograph, saying that he would send it home to Lady Blake, to be kept as a remembrance. Upon that the interview terminated with the usual civilities.

## TELEGRAMS.

## REUTER'S SERVICE.

LONDON, 12th October.

## SOUTH AFRICA—A DOUBTFUL POINT.

A Company of the 10th Hussars has been captured by Schepers' commando. [There seems some uncertainty as to who has captured whom. Our correspondent's telegram, published yesterday, seems clearly to point to a British success.—Ed. D. P.]

## EXECUTION OF COMMANDANT LOTTER.

Commandant Lotter has been executed.

## COMMANDANT BOTHA'S MOVEMENTS.

Commandant Botha is marching parallel with the western border of Swaziland, through a difficult country. He has abandoned the whole of his wheeled transport.

## HONGKONG BOAT CLUB.

## SCRATCH FOURS.

Yesterday evening at 5.15 a scratch race for four-oared boats between members of the H.K.B.C. was timed to come off. Three crews were entered, but at the last moment a member of one of the crews failed to put in an appearance—much to the annoyance of his boat—and the race was reduced to a match between the crews stroked by Messrs. E. A. Katsch and E. W. Carpenter, although Kennett's three men paddled down to the start. Katsch's boat, who had drawn No. 1 station, were on the spot punctually, but their opponents were no less than half-an-hour behind time—a fact which no doubt counted severely against the punctual crew. At 6.45 p.m., when the start was made, a tremendously heavy rain-storm came down, which caused the competitors to struggle against rain, wind, and tide alike. On the firing of the starting-gun the heavier crew, stroked by Carpenter, got away nearly a stroke ahead, but their rivals soon regained this advantage and were leading by half length. Carpenter, however, was not to be denied, and though Seth started to take his men a long way out from shore they forged ahead. Before half the distance was completed, stroke in No. 1 boat was obviously played out, while Carpenter was going as steady as a rock. The excellent steering of Stevens to a certain extent neutralised this, but by the time the winning post was reached Carpenter was easily first—the official verdict was a length. Owing to the erratic course of No. 2 boat spectators on the launch were in doubt of the result. No blame, however, attaches to the cox of the winners, as the rain was positively blinding. Carpenter deserves every credit for the way in which he kept his crew in hand.

The arrangements were excellent, the Police being very energetic in maintaining a clear course under exceptional difficulties, while the launch for members and friends of the Club was admirably looked after.

Mr. A. Ellis was starter, Mr. A. Denison umpire, and Mr. A. H. Hollingsworth judge.

The crews were as follows:—

## BOAT AND STATION.

No. 1.	No. 2.
J. Bosworth (cox) ... 11st 11lb	F. C. Barlow (cox) ... 9st 8lb
H. Heckford ... 11st 11lb	F. C. Barlow ... 9st 8lb
H. L. Bingley, R.E. ... 11st 7lb	C. Sheeringa ... 12st 4lb
E. W. Carpenter (stroke) ... 11st 4lb	E. A. Katsch (stroke) ... 9st 10lb
S. A. Seth (cox)	G. E. Stevens, jr. (cox)

## POLICE COURT.

Monday, 14th October.

BEFORE MR. HAZELAND.

## DUNK AND DISORDERLY.

J. E. D'Onof was charged with being drunk and disorderly and also with refusing to pay the legal hire for his rickshaw.

F. B. Denquels told his Worship that defendant gave him a lot of trouble, as he was shouting and refusing to pay the rickshaw coolie. The sergeant wanted to take him in charge, when defendant lay down in the road and refused to get up and walk.

His Worship (and the man 33 or fourteen days on the first charge, and ordered him to pay thirty-five cents to the rickshaw-coolie, or in default to do an additional seven days' hard labour.

## THE CALCATRA MURDERERS.

Five men, said to be those who murdered two of a family named Ogiminn, and wounded two others, one of whom has since asphyxiated, were brought before His Worship by Inspector Gould of the Water Police for examination.

His Worship remanded the case until the 28th inst.

## BOARDING-HOUSE SWINDLERS.

Two Chinese were up before His Worship charged with procuring the old dodge of trying to avoid payment of their board bill.

They entered an emigration boarding-house and lived on the best for three days, but when the mistress of the place hinted that some payment for the victuals would be acceptable they took to their heels. They were caught and rewarded with three weeks' hard labour.

## ATTEMPT TO STEAL A WATCH AND CHAIN.

Alexander Campbell, an A. B. of the *s.s. Empress of China*, went ashore to have a good time. At eleven at night, when he was on his way back to the ship, he engaged a sampan, and was descending the steps of the wharf in company of three sampan men, when one of them snatched at his watch and chain. He turned made a grab at the thief, who took to his heels but was stopped by an Indian constable.

## COMPLAINANT'S STATEMENT.

Complainant's statement: for some reason, was not very lucid, and his Worship decided that the evidence was not of the clearest, nor had it been proved to his satisfaction that defendant was the man who attempted to snatch the watch and chain. Defendant was accordingly discharged.

## DUNK AND INCAPABLE.

John Lull, stoker of the *Y.S. Monitor Monadnock*, was found guilty of being drunk



1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26







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Hongkong, 14th February, 1901. [50]

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TIMBER MERCHANTS,  
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Here always on hand a Large Stock of  
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AMERICAN PINE and FIR, BANGKOK  
TEAKWOOD, HARDWOOD, &c., &c.  
(in Logs and Planks).  
An inspection is respectfully solicited.  
Hongkong, 5th September, 1901. [262]

CARBOLINEUM-AVENARIUS  
Used for over TWENTY YEARS.

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
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Sole Agents for China,  
LUTGENS, EINSTMAN & CO.,  
Hongkong, 31st August, 1897. [3]

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TELEGRAMS: "CARMICHAEL," HONGKONG.  
A. B. Code, 4th Edition.

Lieber's Standard Code.  
TELEPHONE 232.  
Hongkong, 21st June, 1901. [1554]

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No. 97, CAINE ROAD, HONGKONG.  
Will be glad to send STAMPS on approval  
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Is also prepared to purchase used Postage  
Stamps in Large or Small Quantities for Cash.  
AGENTS WANTED  
15 to 25 per cent. Discount Allowed. [1396]

## PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND of 323 per Share for the  
year 1900, equivalent to 46% on the  
Paid-up Capital of \$50 per Share, has been  
declared.

Warrants will be issued on the 11th October.  
By Order of the Board.

W. J. SAUNDERS,  
Secretary.

Hongkong, 10th October, 1901. [2590]

CANTON INSURANCE OFFICE,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY  
GENERAL MEETING OF SHARE-  
HOLDERS will be held at the OFFICES of  
the Undersigned at 12 o'clock (NOON), on  
THURSDAY, the 17th instant.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 3rd to the 17th  
instant, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office, Limited,  
Hongkong, 23rd September, 1901. [2445]

## WILLIAM POWELL, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the  
STATUTORY GENERAL MEET-  
ING of the above Company will be held at the  
PREMISES of the Company, Queen's Road  
Central, Hongkong, on SATURDAY, the  
19th day of OCTOBER, 1901, at 12 o'clock  
NOON.

By Order of the Board of Directors.  
For WILLIAM POWELL, LIMITED,  
R. G. HICKFORD,  
Manager.

Hongkong, 11th October, 1901. [2589]

## NOTICES OF FIRMS

## NOTICE.

THE INTEREST AND RESPONSIBILITY of  
Mr. A. VON PUSTAU in our Firm  
ceased by mutual consent on the 30th September.  
LAUTS, WEGENER & CO.  
Hongkong-Canton, 1st October, 1901. [2490]

## NOTICE.

I HAVE This Day established myself in  
Canton as MERCHANT and COM-  
MISSION AGENT under the name and style of  
A. VON PUSTAU.

A. VON PUSTAU, [249]

## NOTICE.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

MR. WILLIAM BASIL DIXON has  
This Day assumed Charge as CHIEF  
MANAGER.

By Order of the Board of Directors.  
R. SHEWAN,  
Chairman.

Hongkong, 27th September, 1901. [245]

## JOHN BROWNHILL, DECEASED.

## MARY BROWNHILL, DECEASED.

NOTICE IS HEREBY GIVEN that all  
Persons, Firms, or Companies having any  
Claim or Claims against the Estates or Effects  
of either of the above named deceased persons  
must send in the particulars of their respective  
Claims on or before the 8th day of NOVEMBER  
next to the Administrator and Executor JAMES  
ROBERT MUIR, whose address is at the  
Office of C. EWENS, Solicitor, 36, Queen's  
Road Central, Hongkong, after which said date  
the said Administrator and Executor will pro-  
ceed to wind up and distribute both Estates.  
Dated this 8th day of October, 1901. [2563]

## WANTED.

CHINESE CLERK. Good Handwriting.  
Some Experience. State if Typewriter.  
Salary \$50.  
Apply—  
ROBINSON PIANO CO., LD.,  
Hongkong, 3rd October, 1901. [2538]

## WANTED.

DR. HIRTH'S DOCUMENTARY  
SERIES.

Both English and Chinese Text.  
Answer to—  
T. E. C.,  
Care of Daily Press Office,  
Hongkong, 9th October, 1901. [2587]

IMPERIAL BANK OF CHINA.

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AN experienced man of business to act  
as COMPTROLLER from next China  
New Year.

Full particulars can be obtained on applica-  
tion to the undersigned.

By Order of the Board of Directors.  
E. W. RUTTER,  
Manager.

Hongkong, 31st July, 1901. [1922]

## WANTED.

POSITION as BOOKKEEPER, ASSIS-  
TANT or CLERK in an Office by  
Englishman. Age 25 years. Knowledge of  
Shipping and General Office Work. Good  
References.

Apply to—  
BOX 25,  
Care of Daily Press Office,  
Hongkong, 2nd October, 1901. [2507]

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK OF  
ELEY'S and KYNOC'S SPORT-  
ING CARTRIDGES and NEWCASTLE  
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10 " " " " " "  
8 " " " " " "

WM. SCHMIDT & CO.,  
Gunsmiths,  
Hongkong, 3rd January, 1901. [121]

TSANG FOO & CO.  
SAM WING HING  
COAL MERCHANTS,  
No. 43, DES VOEUX ROAD CENTRAL.  
Telephone No. 329.

Hongkong, 23rd September, 1901. [2411]

## THE PITCAIRN ISLANDERS.

A Parliamentary paper was issued on the  
27th August by the Colonial Office (Cd. 754)  
Advancing further correspondence relating to  
the condition of the Pitcairn Islanders, among  
which is an interesting report made in March  
last by Commander Knowling, of H.M.S.  
Icarus.

In a despatch addressed to Mr. Chamberlain  
on July 6, 1899, from Fiji, the High Commis-  
sioner for the Western Pacific informed the  
Secretary of State for the Colonies that "there  
is no prospect of the suggested communication  
between Pitcairn and Tahiti" being established  
unless the inhabitants of Pitcairn can be in-  
duced to undertake the cultivation of certain  
products for export, but that the Mission of the  
Seventh Day Adventists, to which denomi-  
nation the islanders belong, is about to take steps  
for the improvement of their condition. I  
have deferred for a month or so forwarding the  
Consul's despatches, in the hope of being able  
to obtain some further particulars from some  
of the islanders who were expected to call at Suva,  
but they have not done so; and I am enclosed  
the following despatch from Her Majesty's Consul  
at Tahiti, dated April 15, 1899:

"With reference to Your Excellency's des-  
patch of the 28th of February last, desiring  
the expression of my opinion as to the possi-  
bility of establishing regular communication  
between Pitcairn and Tahiti, I have the honour  
to report that, while the Pitcairn Islanders  
are unable to produce anything suitable to the  
requirements of the market, the suggestion  
contained in Commander Knowling's Report  
cannot in any way be met from the land; but  
that if the Pitcairn people could be induced,  
and aided, to cultivate vanilla, coffee, and other  
suitable commodities, a direct trade with Tahiti  
would be immediately established, to the pos-  
sible advantage of all concerned. I am further  
of opinion, in view of the few facts I have been  
able to gather on the subject, that some new  
enterprise is essential to the moral and  
physical well-being of the Pitcairn people, and,  
in addition to the above articles, I would re-  
commend the increased cultivation of coconuts,  
and their subsequent fabrication into copra,  
which is now worth at Tahiti close on £9 per ton.  
About two years ago, Mr. McCoy, the President  
of the Pitcairn community, confided to me his  
desire to purchase, or build, a small vessel for  
trading purposes, and in due course I obtained  
the sanction of Her Majesty's Principal Secre-  
tary of State for Foreign Affairs to issue to  
him the necessary papers, and authority to fly  
the British ensign; but, owing to delay, he  
has been unable to raise sufficient funds, the  
question appears to have fallen through, and I  
have heard nothing further of the matter.  
Consequently, although a Mr. Michele, of the  
Gambier Group, occasionally visits Pitcairn,  
and ships a little arrowroot, and a few pigs,  
there is absolutely no through traffic  
to Tahiti and our communication with Pit-  
cairn is confined to Her Majesty's ships  
of the Pacific Station which, at long inter-  
vals, visit this port on their way to Valparaiso  
via that Island. I am informed, however,  
that the Seventh Day Adventists, whose mis-  
sionary vessel has recently called at Pitcairn  
and Tahiti, have offered to give employment on  
their plantations at Raiatea, and at this Island,  
to a few young men of Pitcairn, in order that  
they may obtain a knowledge of the cultivation  
and preparation of these productions most  
suitable for trade purposes, and that the mis-  
sionaries of that sect, to which the Pitcairn  
people belong, are themselves giving some  
attention to the question of opening up the  
desired communication by way of Raiatea and  
other of their missionary stations in this  
region. Whether anything will ultimately be  
done in the matter is difficult to determine at  
this juncture; but there can be no doubt that  
if this direction has already been taken,  
and that if funds can be found, and the sanction  
of the Missionary Board obtained, the service  
will be established within the next twelve  
months by vessels sailing under the American  
flag."

And also one dated April 21:—  
"With reference to, and in continuation of,  
my despatch of the 15th instant, I have the  
honour to report, for Your Excellency's in-  
formation, that the Superintendent Missionary  
of the Seventh Day Adventists resident in  
this district has communicated to me the  
following:—  
"Raiatea, April 19, 1899.  
"It has not yet been decided that the  
Pitcairn will return by way of Pitcairn  
Island and Tahiti; that will be decided when  
they reach Fiji, if she has not already been  
sold. If they do not return this way, Mr.  
Gates suggests that we charter a schooner here,  
and send it to Pitcairn after some of the people.  
We can then send them some vanilla vines, and  
bring some of the people up here to receive  
instruction as to how to care for the vanilla.  
If the Pitcairn should be sold, we hope to  
furnish the Pitcairn people with a small vessel  
with which they can market their produce."

On March 31 last, Commander Knowling,  
of His Majesty's ship Icarus, sent from Honolulu  
the following report to the Admiralty on a  
visit he had just paid to Pitcairn Island:—  
"(a) I arrived in Bounty Bay at 5 p.m. on  
21st February, 1901. A boatload of islanders  
(men) came off, but in view of there still being  
several cases of dengue fever in the ship, I only  
allowed Mr. James R. McCoy, the chief magis-  
trate, on board. He reported all well in health,  
126 people on the Island, the adult females  
being rather in excess of the males. Arrangements  
to land next day, and then proceeded to N.W.  
anchorage where there was less swell. Anchored  
there—losing an anchor which was afterwards  
recovered—for the night, and landed at Bounty  
Bay the next morning. After this I communi-  
cated with the Island each day, myself and a  
few officers, landing, but by the surgeon's advice  
no islanders were allowed on board. The swell  
continued more or less heavy in both anchorages,  
so we stood off and on, or lay to off the island  
during the remainder of our stay.

"(b) Mr. McCoy has only recently returned  
to the Island, he having very pluckily piloted a  
burning ship to Mangrove, beaching her there  
rather than agree to her captain running her,  
as he wished to do, on the coast of Pitcairn.  
"(c) Supplies of the following things are  
abundant:—  
"(i) Poultry and goats. The latter the  
islanders will either shoot or drive in from the  
hills, and the young goats, of which we took a  
large number, are excellent. There are two  
herds of these, each numbering about 100.  
"(ii) Coconuts, bananas, pineapples, marsh  
and water melons, limes, oranges, mangoes,  
pumpkins, coffee, tomatoes, sweet potatoes, In-  
dian corn, and arrowroot. A strong blow in  
August last, followed by what is described as a  
flood wave, and which swept away a portion of  
the Boat House in Bounty Bay, did much  
damage amongst the oranges, almost destroying  
this year's crop, and also blew down large  
numbers of banana trees.

"(d) There is an abundance of water in  
Brown's well, which is nearly in the centre of the  
Island, fed from the high hills around, and which  
has not been known to run dry since the present  
inhabitants return from Norfolk Island. A  
watercourse leads the water from the well to a  
tank close above the village. There is another  
large well further to the westward, and there is  
generally plenty of water.

"(e) During the last four years 35 vessels on  
an average have called at the Island each year,  
but the islanders generally seem to see very  
little of the crews of merchant vessels. In  
most cases the master only of the vessels lands  
for a short time, the ships scarcely ever anchoring.  
During his stay last month in Mangrove  
(Gambier Islands) Mr. McCoy endeavoured to  
arrange something in the way of a regular trade  
between the two islands, and one of their vessels  
has since called at Pitcairn, taking away large  
quantities of bananas, pumpkins, and arrow-  
root. The loading was made in such a way that  
they will be able to maintain this trade.

"(f) There is now a very fair road leading  
to the landing place at N.W. anchorage. The  
adult males have to give all their labour during  
the early part of the day—viz., from after an  
early breakfast at 5 a.m. until 2 p.m.—to works  
for the public good, directed by the local  
Parliament of seven. At the present time 29  
men are available, and their labour is divided  
between building a new school, and the neces-  
sary boat work, shooting of swine, and the  
2 p.m. is the dinner hour, and the remainder  
of the day the people employ themselves about  
their own business of gardening, &c. The  
women of the family do all the house work,  
and many of them smooth and paint coconuts, plait  
and decorate mat-bags, &c.

"(g) Disease appears to be still almost un-  
known. The typhoid of 1894 was brought  
here by a shipwrecked crew, and no other  
epidemic has touched the Island since. The  
leading people prefer to continue, as hitherto,  
without medicines of any sort. One small boy  
has been recently killed by a fall whilst chasing  
goats on the cliffs. Thursday October-Christ-  
ian, son of the man of the same name, and  
grandson of Fletcher Christian, master's mate  
of the *Boaty*, is the oldest man on the  
Island, aged now 83; two other men are over  
75, and the oldest woman is 72. None of  
these old people suffer from anything beyond  
the weakness of old age, and all seem thor-  
oughly contented and happy.

"(h) The early loss of the front teeth in the  
upper jaw continues amongst many of the  
islanders, but the teeth of numbers of adults,  
as well as of the children, are without a flaw.  
Some families, in which up to the present there  
has been practically no intermarriage, still  
suffer from this loss of teeth. No one smokes  
or uses intoxicating liquor.

"(i) Men, women, and children seem, with-  
out exception, in robust health, and full of  
vigour. Thanks to the care of the elected  
Parliament—consisting of seven members with  
Mr. McCoy as President—full employment is  
found for every one. The discipline seems to  
all it should be, the islanders contented, and  
the day's work often, to my knowledge, such  
as would astonish any British labourer, as it  
astonished, on more than one occasion, myself  
and the ship's company. Their religion re-  
mains that of the Seventh Day Adventists.  
The Saturday services are well conducted, and  
the strong religious feeling which was once so  
marked a characteristic of the islanders appears  
—after the check it received some few years  
ago—to have again gathered strength.

"(j) To Mr. McCoy's firmness and tact, ably  
seconded by the other elected members of the  
Parliament, I consider is due the general im-  
provement which must have taken place in the  
Island since the date of the *Royalist's* visit.  
It was common talk during our recent visit to  
both Honolulu and Tahiti that the islanders  
were rapidly deteriorating in morals and phy-  
sique, a condition of things which my officers  
and myself—after the best opportunities of  
judging—believe does not hold good at this  
time; and, on the other hand, looking to the  
present flourishing state of the Island and its  
people, it is difficult to understand how reports  
to their detriment can have got abroad.

"Mr. McCoy had been away for some months  
before the murder case which preceded the  
*Royalist's* visit, and he admits that he found on  
his return much that needed improvement.  
"A strong hand is naturally required at the  
head of this unique community, and fortunately  
Mr. McCoy is likely to be at the front for  
many years to come. The names of the present  
seven members of the local Parliament are as  
follow:—Mr. James R. McCoy, President; Mr.  
Charles Victor Young, Judge; Mr. Benjamin  
Stanley Young, Judge; Mr. Gerard Benjamin  
Christian; Mr. Ernest Hayward Christian;  
Mr. Moses Young; and Mr. George Francis  
Warren, Secretary.

"(k) The principal difficulties which the near  
future may bring to the Island are, I think,  
three, viz.:—  
(1) The absence amongst the men of early  
middle age of a fitting successor to Mr. McCoy.  
(2) The surplus of females in the present  
and rising generation, a difficulty naturally  
accentuated in a small and secluded community.  
Any arrangement which would include the  
removal and care of some of these youthful  
females—of whom some of the grown up ones  
would now willingly leave—would be a work of  
useful philanthropy.

"(3) The tendency growing amongst the  
islanders to make use of a sort of language of  
their own, which, I am told, is a clipping of  
English words, and which is, at the best, a  
species of pidgin English. This shows signs  
already of making some of the apparent work  
of comprehension when addressed in English.  
(4) Much rain has fallen on the Island of  
late, but only one day during our stay was wet.  
The wind blew generally from the N.E., with  
little strength, but bringing a long swell  
and often a confused sea into both anchorages,  
making landing at N.W. anchorage impractic-  
able, and in Bounty Bay only possible under an  
islander's pilotage. The current at the anchor-  
ages was generally westerly, and at times  
reached a strength of 1½ knots.

"(5) During the visit of the *Icarus*, and at  
what may, I think, prove to be a somewhat  
critical stage of their existence, I found the  
leading islanders always grateful for any re-  
cognition of their recent improvements, and  
for advice as to their future conduct, and I feel  
sure that such recognition and advice from the  
higher authorities would strengthen their hands  
and be of much value to the whole community."  
In a despatch dated July 24th, enclosing a  
copy of the above report, Mr. Chamberlain ad-  
dressed to the High Commissioner for the  
Western Pacific his wish "to learn whether the  
Mission of the Seventh Day Adventists has  
taken any steps of the nature indicated in your  
despatch of the 6th July, 1899, for the im-  
provement of the condition of the Pitcairn  
Islanders."

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Hongkong, 1st August, 1901. [1331]

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